

SAFETEA-LU Transit Planning Requirement For 2007 Program Funding

Presented by:

The Wisconsin Department of Transportation
Bureau of Transit, Local Roads, Railroads & Harbors
Public & Specialized Transit Section

February 6, 2006

Coordination Challenge

Coordination requirements directly affect decision-making at the local level to include state and public programs

- WisDOT administers a number of federal programs:
(program descriptions are handouts in your folder):
 - 5309 Capital funding for all public transit systems
 - 5310 Capital Assistance for Specialized Transit Vehicles
 - 5311 Non-urbanized Area Formula Program
 - 5316 JARC
 - 5317 New Freedom
- State Programs:
 - 85.20
 - 85.21 Specialized Transportation Assistance Program for Counties
 - 85.22 Capital Assistance for Specialized Transit Vehicles

SAFETEA-LU & 2007 Program Funding

For grantee recipients to obtain continued funding of federal programs(JARC, New Freedom, 5310) starting in 2007:

- Plans must be derived from a “locally developed coordinated **public** transit-human services transportation plan”; and
- The plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers and participation by the public

What it means to “not-comply”...

WisDOT's Proposed Process...

For grantees to continue to receive funding in 2007:

- Each county will have a one-day meeting prior to 9/15/06
- The meeting will be hosted by a planner from the area's Regional Planning Commission, Metropolitan Planning Organization, or County Planning Office;

WisDOT vs. DHFS Initiatives

Public Transit Human Services Transportation Plan

- WisDOT effort
- SAFETEA-LU requirement

MA Brokerage

- DHFS sponsored
- Result of governor's budget initiative

Facilitation by RPC/MPO/ County planners

RPC/MPO/County planners were chosen to coordinate and conduct the meetings:

- RPC planners review federal and state program applications for federal funds
- Planners need to be aware of, and knowledgeable of transit programs and funding streams in each county
- RPC/MPO/County Planners are not stakeholders at the county meetings; should be viewed by meeting participants as an independent and objective entity to organize and facilitate the county meetings
- If a county is not part of an RPC, an MPO or county planner have been requested to coordinate and conduct the meetings

Meeting Coordination

Not a perfect process

Right people have to be invited

**The meeting purpose, outcome and final product
need to be met**

How you achieve the above has flexibility

**WisDOT will not micromanage the process as long
as we get the outcome**

County Meeting Goals

County meeting has two goals:

- Approve a list of projects (list provided by WisDOT)
- Do a county assessment of human service transportation coordination using the tool Framework for Action: Building the Fully Coordinated Transportation System with an action plan to improve on coordination in the county

County Meeting Outcomes

County meeting end product to submit to WisDOT by 9/15/06:

- County meeting participant list
- Invitation list, copy of invitation to the meeting and worksheet to document invitations and follow-up contacts
- Copy of public notice
- Human Services Transportation Coordination Action Plan (from Framework for Action tool)
- List of approved projects

New Freedom Program

- Won't require additional county meeting
- Plan amendment

WisDOT ToolKit

Distributed by 3/15/06, includes:

- Invitation Lists - grantees, public service, etc.
- Worksheets - Meeting invitation documentation, provider/service inventory, etc.
- List of approved projects in each county
- Sample action plan from United We Ride Assessment Tool (UWR)
- Newspaper publication announcement
- UWR assessment tool and facilitator guide



**SAFETEA-LU TRANSIT PLANNING
REQUIREMENTS FOR 2007
PROGRAM FUNDING**

**February 6, 2006
Madison, Wisconsin**

Executive Order

President bush issued an executive order on human service transportation (#13330) in February 2004 directing multiple federal departments and agencies to work together to ensure that transportation services are seamless, comprehensive and accessible.

Coordinating Council on Access and Mobility (CCAM)

Transportation	Health and Human Services
Education	Labor
Agriculture	Interior
Social Security Administration	Housing and Urban Development
Justice	Veterans Affairs
National Council on Disability	

Goals of the CCAM

- **Education and Outreach**
- **Consolidated Access**
- **Regulatory Barriers**
- **Coordinated Planning**
- **Cost Allocation**
- **Useful Practices**

United We Ride

In the fall of 2003, the CCAM launched United We Ride (UWR), a five-part initiative that included:

A Framework for Action

- A self-assessment tool that States and communities can use to identify areas of success and highlight the actions still needed to improve the coordination of human service transportation.

State Leadership Awards

- Five states (Florida, Maryland, North Carolina, Ohio, and Washington) have been recognized for leading the way toward building and implementing transportation infrastructure, policies and programs that facilitate human service transportation coordination.

United We Ride (cont.)

National Leadership Forum on Human Service Transportation Coordination

- In February 2004, Governor-appointed leadership teams from 47 States/Territories came together in Washington D.C. to advance transportation coordination.

State Coordination Grants

- A total of nearly \$1 million in grants was awarded to 43 States, including Wisconsin, to assist in conducting Framework for Action self-assessments or implementing plans resulting from such self-assessments.

Help Along the Way

- The Federal partners of the CCAM are providing hands-on technical assistance to States and communities in coordinating human service transportation programs. Through coordination “ambassadors” assigned to all States, the resources of the various technical assistance agencies have been combined to provide a “coordinated” helping hand.

2005 UWR Expert Panel

Hosted by National Consortium on Human Service Transportation and brought together to:

- Develop Performance Measures
- Operationalize Framework For Action
- Currently working on a second tool building upon the Framework for Action to include cross cutting measures for coordinated human service transportation


WWW.UNITEDWERIDE.GOV

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COORDINATING HUMAN SERVICE TRANSPORTATION

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About CCAM
Policy, Program & Funding
Useful Practices
Assessment & Planning
Mobility Management Strategies
Leadership & Partnership
Technical Assistance & Training
Outreach
Need a Ride?
Resources

Click on the following logos to learn more about the CCAM Partners.




Welcome to the Coordinating Council on Access and Mobility

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The Federal Interagency Coordinating Council on Access and Mobility

Welcome to your one-stop information resource on all federal programs funding human service transportation.

The Federal Coordinating Council on Access and Mobility (CCAM) is an interdepartmental council created by an [Executive Order](#) that directed the coordination of a variety of federal programs funding transportation for older Americans, individuals with disabilities and persons with lower incomes. To effectively meet the charges outlined by the President, CCAM has developed [six overarching goals](#).



WHAT'S NEW

New TCRP Report	GAO Issues Report	Newsletter	Council Meeting
Strategies to Increase Coordination of Transportation Services for the Transportation Disadvantaged is now available. Read more.	Transportation Disadvantaged Seniors: Efforts to enhance senior mobility could benefit from additional guidance. Read more.	View the latest United We Ride Newsletter Read more.	Secretary Mineta, Chair of the Coordinating Council on Access and Mobility hosts Council Meeting Read more.

http://www.unitedweride.gov/1_7_ENG_HTML.htm

Internet

WWW.UNITEDWERIDE.GOV

Policies, Programs, Funding

- Identifies Federal agencies and state contacts

Useful Practices

- Searchable database by keyword

Assessment & Planning

- Framework for Action and Self-Assessment Tools for States and Communities

Mobility Management Strategies

Leadership & Partnership

Technical Assistance & Training

Outreach

Coordinated Planning Framework for Action



Building the Fully Coordinated
Transportation System

- Self-Assessment Tool for Communities
- Self-Assessment Tool for States
- Facilitator's Guide

Self-Assessment Tool for Communities

Six Key Components:

- Making Things Happen by Working Together
- Taking Stock of Community Needs and Moving Forward
- Putting Customers First
- Adapting Funding for Greater Mobility
- Moving People Efficiently

Report to the President

Submitted February 2005

Full report published on the United We Ride website

Identifies:

- Useful laws, regulations, practices, procedures and actions
- Identifies duplicative or restrictive Federal laws and regulations

Describes results on agency and program efforts to:

- Simplify access
- Provide most appropriate, cost-effective services within existing resources
- Reduce duplication to make more services available to more people

Recommends changes to procedural and administrative requirements to simplify and coordinate programs

CCAM Recommendations

Overview

- The CCAM developed five broad recommendations for consideration by the President.
- These recommendations do not propose or assume fundamental changes in the structure of Federal programs that fund and/or provide transportation services to persons with disabilities, older adults, and low-income individuals.
- Most of the recommendations represent interim, coordination-based solutions that the Council believes will strengthen existing transportation services to be more cost-effective and accountable and help providers become more responsive to consumers.
- Many of the solutions are supported or can be achieved by employing “Intelligent Transportation Systems” (ITS) technologies.

CCAM Recommendations (1,2)

1. Coordinated Transportation Planning

- In order to effectively promote the development and delivery of coordinated transportation services, the CCAM recommends that the Administration seek mechanisms (statutory, regulatory, or administrative) to require participation in a community transportation planning process for human service transportation programs.

2. Vehicle Sharing

- In order to reduce duplicative transportation services, as well as idle time for drivers and vehicles, the CCAM recommends that vehicles used in human service transportation be made available to other federally-funded programs, consistent with the Common Grant Rule. Within the next year, each Federal Department should review and modify its policies and procedures to proactively promote the sharing of vehicles with recipients and sub-recipients of other Federal programs.

CCAM Recommendations (3,4)

3. Cost Allocation

- In order to ensure that adequate resources are available for transportation services for persons with disabilities, older adults and individuals with lower incomes, and to encourage the shared use of vehicles and existing public transportation services, the CCAM recommends where statutorily permitted that standard cost allocation principles for transportation be developed and endorsed by Federal human service and transportation agencies.

4. Reporting and Evaluation

- The CCAM recommends the development of a method to permit cross agency analysis of the effectiveness, efficiency, and progress of States, communities, and tribes toward improved coordination of transportation programs, as evidenced by improvements in the overall quality and cost-effectiveness of human service transportation.

CCAM Recommendations (5)

5. Consolidated Access Transportation Demonstration Program

- In order to test the feasibility and cost-effectiveness of a new approach to meeting the full range of transportation needs of persons with disabilities, older adults and individuals with lower incomes, the CCAM recommends that statutory authority be sought to permit the development of demonstration projects in metropolitan, rural and/or tribal areas.
- In these demonstration projects a single transportation system--not necessarily a single provider-- financed through a consolidated federally funded stream would meet the total mobility needs of transportation-disadvantaged populations.

CCAM Accomplishments & Continued Progress

United We Ride Web site

- A new web site (<http://www.unitedweride.gov>) was created to facilitate coordinated planning and implementation among human service transportation providers and stakeholders. Visitors to the web site can obtain up-to-date information on Federal programs and related information in a user-friendly, menu-driven format., service delivery, technology, and mobility management.

Framework for Action

- During the past year, approximately 45 States (including Wisconsin) have either completed the Framework for Action or are in the process of implementation. In addition, these States are actively working on developing statewide action plans in human service transportation coordination.

CCAM Accomplishments & Continued Progress (cont.)

Telephone Based Information and Access

- The U.S. DOT's Volpe Center is analyzing and will make recommendations for integrating information regarding human service transportation with two important telephone-based general access numbers -- "211" for information about human services and "511" for information about transportation services.

CCAM Accomplishments & Continued Progress (cont.)

Methods to promote resource sharing and collaboration, equitable cost sharing among human service transportation providers is being encouraged by the publication of:

- A White Paper on equitable cost sharing among State and local agencies providing coordinated human service transportation, and
- A guide to help State and local agencies develop and apply Intelligent Transportation Systems (ITS) solutions to fair cost allocation issues, including how to get started, appropriate models, and specific agency examples, and technical assistance resources.

CCAM Accomplishments and Continued Progress (cont.)

Individualized Transportation Plan

- This tool has been developed to help social workers, rehabilitation counselors, therapists, transition coordinators, and other professional social service providers link an assessment of community transportation options with their functional assessment of a customer's mobility capability.

Mobility Services for All Americans Project

- This project is working to leverage information technology and intelligent transportation systems to achieve improved cost-effectiveness and efficiency of human service transportation. The first major deliverable is a study that establishes a national baseline from which progress in the growth of intelligent transportation systems will be measured.

Underway...

Funding similar to recent state coordination grants to facilitate implementation

Companion document to the Framework for Action to provide specific guidance on ongoing implementation and continued operation

Mobility Services for All Americans (MSAA) Initiative

- \$3.5 million, multi-year ITS initiative
- Exploring technology available to streamline reservations, scheduling, dispatching, reporting and billing processes

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Major Provisions Impacting Coordination Planning

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Job Access and Reverse Commute (JARC) Section 5316

New formula program instead of discretionary program

- Formula allocations based on number of low-income persons to:
 - Designated recipients in areas over 200,000 pop (60%);
 - States for areas under 200,000 (20%); and
 - States for non-urbanized areas (20%)
- States may transfer funds to urbanized or non-urbanized area programs

Eligibility

- States and UZA's must select recipients competitively
- Projects must be included in a locally-developed human service transportation coordinated plan beginning in FY 2007
- 10 percent of funds may be used for planning, administration and technical assistance

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New Freedom Program

Section 5317

New grant program for capital and operating costs of services and facility improvements in excess of those required by the Americans with Disabilities Act

Formula allocations

- Based on number of low-income persons to:
 - Designated recipients in areas over 200,000 pop (60%);
 - States for areas under 200,000 (20%); and
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Human Services Transportation Coordination

Requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all FTA human service transportation programs:

- Section 5310 Elderly Individuals and Individuals with Disabilities Program,
- Section 5316 Job Access and Reverse Commute Program and
- Section 5317 New Freedom Program.

Requires the plan to be developed by a process that includes:

- Representatives of public, private and nonprofit transportation and human services providers and participation by the public.

Planning requirements become effective in FY 2007 as a condition of Federal assistance. JARC planning requirements existed previously and accordingly are effective immediately.

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Human Services

Transportation Coordination (cont.)

Can use funding from other non-DOT programs

- To meet matching funds requirements for transportation services under Sections 5310, 5316, 5317 programs and the Section 5311 non-urbanized area formula program
- Section 5310 and Section 5311 funds may also be matched by funds from the Federal Lands Highway Program established by Section 204 of title 23.

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Human Services

Transportation Coordination (cont.)

Defines mobility management:

- An eligible Federal capital expense supported with 80% Federal public transportation funding.
- Consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers to include personnel and technology activities.
- Funding may not be applied to operating public transportation services.

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Human Services

Transportation Coordination (cont.)

Establishes a new human services coordination program:

- To improve and enhance the coordination of Federal resources for human service transportation
- Funded at \$1.6 million annually
- Funding is expected to support:
 - the implementation of the Presidential Executive Order on Human Service Transportation Coordination
 - the United We Ride Initiative.

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Next Steps

Outreach on Program Changes

- Draft Notice of Proposed Rulemaking expected soon for public comment

FY 2006 Apportionment Notice

- Program Changes
- Initial Guidance

Program Guidance (Circulars, etc.)

- Public notice and comment required for “binding requirements”

Regulations (about 15 anticipated)

- Public notice and comment required

THANK YOU!

Jo Ann Hutchinson

State Coordination Ambassador
Community Transportation Association of
America

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www.ctaa.org

www.unitedweride.gov